

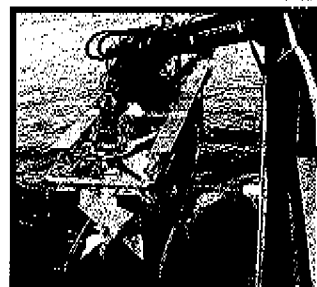
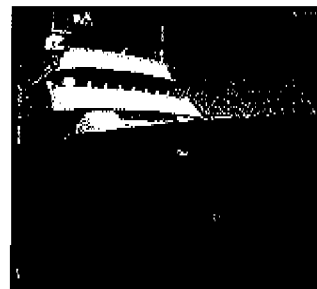
# STABBERT MARITIME

## CONSULTING SERVICES

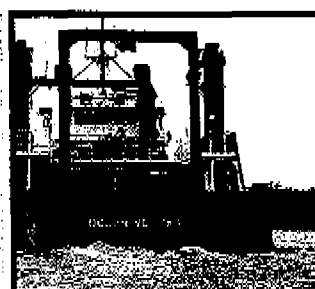
Whether you are the Captain of a single vessel or the Manager of a fleet of ships, Stabbert Maritime (SM) has the support services that you need. SM's unique management team is experienced in vessel refits, construction, crew recruitment, crew management, port engineering, purchasing and more. With over 50 years of deep sea international experience, you can count on SM to help keep your ship on course and on time.

Whether moving freight in Latin America, Chemicals across the Pacific, Passengers in Alaska, Deep sea fishing in the Bering Sea, Oil & Gas Geotechnical and Geophysical work in Africa, Gulf of Mexico, and Caribbean, 4 point deep ocean mooring, Hydrographic Services support, Department of Defense Special Missions support, AUV and ROV support, Undersea mining support, Salvage, Deep Sea Tug & Barge operations, or a dozen other maritime applications, SM personnel have been there and done that. You can count on our experience saving you time and money when it comes to supporting your new or existing endeavor.

Over the years vessels have become more complex and expensive to build and operate. From growing security, safety, and build regulations to increased crew sizes, the need for experienced leadership becomes a necessity. Safe and successful operation requires the collaboration of knowledgeable operators, agents and crews. We at Stabbert Maritime offer our services on a consulting basis to keep your vessel on course. We make sure virtually all operational details are taken care ensuring your vessel's success. Our mission is to provide vessels support services, at a level of excellence, beyond the expectations of our customers.



# SERVICES WE OFFER



## Some of the services we offer are:

- Operational accounting - including budget development, funds disbursement and in depth monthly reports measuring budget to actual.
- Engineering, technical, logistical support and project management.
- Crewing, including interviewing, reference checking, drug testing, medical examinations and verification of professional qualifications.
- Crew accounting, benefits and payroll services.
- Crew travel logistics and arrangements.
- Worldwide logistical support for provisions, fuel, spare parts, etc.
- Project Management, budgeting and personnel support for major and minor refits.
- Implementation of a planned maintenance program.
- Implementation of the SOLAS International Safety Management program (ISM), International Ship and Port Facility Security Code (ISPS) and International Ship and Safety Plan (ISSP).
- Flag state and international regulatory services.
- Risk Management and safety program implementation including dive and helicopter safety operation manuals.
- Full service marine facility with deep-water moorage for vessels up to 450 ft.
- Day to day operational support 24 hours a day 7 days a week.
- Captain / crew support and accountability.
- Charter marketing - including itinerary and charter brochure development, advertising and charter bookings within legal restrictions of each charter area.


*Example*



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER  
Safety & Environmental Compliance Office

February 06, 2007

MEMORANDUM FOR: Captain Jon E. Rix, Commanding Officer  
Marine Operation Center - Pacific

FROM: Thanh Minh Trinh, P.E.   
Environmental Compliance Program Manager

SUBJECT: NOAA Ship *McArthur* / Environmental Remediation.

This memorandum concurs with the certification submitted by Stabbert Maritime (STABBERT) for complying with the environmental requirements stated in the U.S. Department of Commerce, NOAA Memorandum of Agreement (MOA) dated September 26, 2006 titled "*Concerning Transfer and Remediation of the Decommissioned NOAA Ship McArthur*".

The environmental requirements stipulated in the MOA mandate STABBERT to certify that all hazardous materials, hazardous wastes, used petroleum products, and toxic substances (e.g., PCB and asbestos containing materials) have been identified, remediated, and/or disposed of as per applicable federal, state, and local environmental regulations.

The concurrence is based on a satisfactory review of the STABBERT's project report (dated February 01, 2007), vessel inspections on 12/06/06 and 01/17/07, and a review of laboratory analytical results of samples (for PCB) taken during inspections. The project report shows that STABBERT followed EPA's Guidance "Sampling Ships for PCB's Regulated for Disposal" in identifying and removing all PCB containing articles with concentration level greater than 50 mg/kg or part per million (ppm).

Furthermore, NOAA representative conducted verification sampling to increase the confidence level in providing the concurrence. In general, the samples were randomly obtained (paint, cable, oil, grease, electrical penetration caulking, gasket, and etc) and sent to an independent laboratory for PCB analyses. Table 1 summarizes laboratory results from samples taken on 12/06/06 and 01/17/07. The laboratory reports are enclosed as Attachment A and B respectively. These inspections are an integral part of the remediation process to ensure maximum identification and removal of PCB containing articles with concentration level greater than the regulatory limit.



C/O BAUER MOYNIHAN & JOHNSON LLP  
2101 4TH AVE 2400  
SEATTLE WA 98121

007958

DETACH BEFORE POSTING



MASTER LICENSE SERVICE  
PO Box 9034 Olympia, WA 98507-9034 (360) 664-1400  
**REGISTRATIONS AND LICENSES**

Unified Business ID #: 602 611 287  
Business ID #: 1

Expires: 05-31-2009

STABBERT YACHT AND SHIP, LLC  
2101 4TH AVE 2400  
SEATTLE WA 98121

Domestic Limited Liability Company  
Renewed by Authority of Secretary of State

The licensee named above has been issued the business registrations or licenses listed. By accepting this document the licensee certifies the information provided on the application for these licenses was complete, true and accurate to the best of his or her knowledge and that business will be conducted in compliance with all applicable Washington state, county and city regulations.

*Elizabeth A. Luce*  
Director, Department of Licensing



THE CITY OF SEATTLE  
FIRE DEPARTMENT

*Fire Marshal's Office*

220 Third Ave South  
Seattle, WA 98104-2608  
(206) 386-1450

# PERMIT

7-85489

## PERMIT INFORMATION

**Expiration Date:** 09/01/2008

Permit Issue Date: 09/28/2007  
Event Date: N/A  
Sta. # / Occ. #: 18, NOT GIVEN  
Unit No.: N/A  
Contact Person: RORY MULLEN  
Contact Phone: 206-419-7343  
Inspector: LT. DEBORAH WILLIAMS

**STABBERT YACHT & SHIP LLC**  
**2629 NW 54 ST STE W-201**  
**SEATTLE, WA 98107**  
**RORY MULLEN**

**PERMIT CODE(S):** 4914  
**PERMIT TITLE:** Annual Marine Hot Work [at Their Facility]  
**JOB SITE:** 2629 NW 54 ST

**OPERATIONS PERMITTED:** Conduct "Hot Work on Marine Vessels" in accordance with applicable provisions of the Seattle Fire Code; Administrative Rule 26.01.06 and the attached conditions at the noted operation address.

**PERMIT CONDITION(S):** \*\*\* SEE ATTACHED PERMIT CONDITIONS \*\*\*

TYPE OF MATERIAL	AMOUNT OF MATERIAL	MATERIAL LOCATION
Oxygen/Acetylene Units	Multiple Units	Various location throughout facility.
Liquefied Petroleum Gas [LPG] [Propane]	1 x 150-cubic foot bottle	In the welding gas storage area.
Flammable Gas [Acetylene]	1 x 150-cubic foot bottle	Same as above.
Oxidizing Gas [Oxygen]	2,000 cubic feet	Same as above.
Liquid Oxygen	20,000 cubic feet	Same as above.

**THIS PERMIT MUST BE POSTED IN A CONSPICUOUS PLACE ON THE PREMISES.**

**THIS PERMIT MUST BE KEPT TOGETHER WITH ANY ATTACHMENTS ISSUED WITH IT TO BE VALID.**

Permission is hereby granted, subject to the provisions of the Seattle Fire Code, to conduct the operations described herein at the location(s) specified in this permit, in accordance with the conditions set forth in this permit or attached hereto.

**VIOLATION OF ANY PERMIT CONDITION OR ANY APPLICABLE PART OF THE SEATTLE FIRE CODE SHALL BE GROUNDS FOR REVOCATION OF THIS PERMIT. CONDUCTING OPERATIONS WITHOUT A VALID PERMIT MAY RESULT IN CRIMINAL PROSECUTION.**

**This permit is not transferable. Any change in ownership or operation address requires a new permit.**

SYS  
FILE COPY  
NPDES

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Permit No. WA-003099-6

Issuance Date: June 19, 2006

Effective Date: July 1, 2006

Expiration Date: June 19, 2011

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM  
WASTE DISCHARGE PERMIT No. WA-003099-6

State of Washington  
DEPARTMENT OF ECOLOGY  
Northwest Regional Office  
3190 - 160<sup>th</sup> Avenue SE  
Bellevue, Washington 98008-5452

In compliance with the provisions of  
The State of Washington Water Pollution Control Law  
Chapter 90.48 Revised Code of Washington  
and  
The Federal Water Pollution Control Act  
(The Clean Water Act)  
Title 33 United States Code, Section 1251 et seq.

STABBERT YACHT AND SHIP, LLC  
4 Nickerson Street, Suite 301  
Seattle, Washington 98109

Facility Location:

2629 NW 54<sup>th</sup> Street  
Seattle, Washington 98107  
(Lake Class)

Receiving Water:

Cedar/Green WQMA  
Lake Washington Ship Canal

Water Body I.D. No.:

WA-08-0028

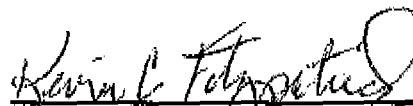
Discharge Location:

Latitude: 47° 40' 01" N  
Longitude: 122° 23' 05" W

Industry Type:

Ship Repair

is authorized to discharge in accordance with the special and general conditions which follow.



Kevin C. Fitzpatrick  
Water Quality Section Manager  
Northwest Regional Office  
Washington State Department of Ecology

# Accident Prevention Program

**Stabbert Yacht & Ship, LLC**

Effective June 2006

Revised: November 2, 2007

5. Insure that a record of injuries and illnesses is maintained and posted as described in this program.
6. Set a good example by following established safety rules and attending required training.
7. Report unsafe practices or conditions to the supervisor of the area where the hazard was observed.

### **Supervisor Responsibilities**

1. Insure that each employee you supervise has received an initial orientation *before* beginning work.
2. Insure that each employee you supervise is competent or receives training on safe operation of equipment or tasks *before* starting work on that equipment or project.
3. Insure that each employee receives required personal protective equipment (PPE) *before* starting work on a project requiring PPE.
4. Do a daily walk-around safety-check of the work area. Promptly correct any hazards you find.
5. Observe the employees you supervise working. Promptly correct any unsafe behavior. Provide training and take corrective action as necessary. Document employee evaluations.
6. Investigate all incidents and report your findings to management.
7. Talk to management about changes to work practices or equipment that will improve employee safety.

### **Employee Responsibilities**

1. Follow safety rules described in this program, WISHA safety standards and training you receive.
2. Report unsafe conditions or actions to your supervisor or safety committee representative promptly.
3. Report all injuries in writing to your supervisor promptly regardless of how serious.
4. Report all near-miss incidents to your supervisor promptly.
5. Always use personal protective equipment (PPE) in good working condition where it is required.
6. Do not remove or defeat any safety device or safeguard provided for employee protection.
7. Encourage co-workers by your words and example to use safe work practices on the job.
8. Make suggestions to your supervisor, safety committee representative or management about changes you believe will improve employee safety.

### **Employee Safety Meetings**

All employees are required to attend a monthly safety meeting held on the last Tuesday of every other month in the conference room at 1300. This meeting is to help identify



The investigation team will take written statements from witnesses, photograph the incident scene and equipment involved. The team will also document as soon as possible after the incident, the condition of equipment and anything else in the work area that may be relevant. The team will make a written "Accident Investigation Report" of its findings. The report will include a sequence of events leading up to the incident, conclusions about the incident and any recommendations to prevent a similar incident in the future. The report will be reviewed at the next regularly scheduled safety meeting.

When a supervisor becomes aware of an employee injury where the injury was not serious enough to warrant an investigation as described above, the supervisor will write an "accident Investigation Report" to accompany the "employees Injury/Illness Report Form" and forward them to the shipyard supervisor.

Whenever there is an incident that did not but could have resulted in serious injury to an employee (a *near-miss*), the incident will be investigated by the supervisor or a team depending on the seriousness of the injury that would have occurred. The "Accident Investigation Report" form will be used to investigate the near-miss. The form will be clearly marked to indicate that it was a near miss and that no actual injury occurred. The report will be forwarded to the Shipyard Supervisor.

### **Safety Inspection Procedures**

Stabbert Yacht & Ship, L.L.C. is committed to aggressively identifying hazardous conditions and practices which are likely to result in injury or illness to employees. We will take prompt action to eliminate any hazards we find. In addition to reviewing injury records and investigating incidents for their causes, management and employees will regularly check the workplace for hazards as described below:

*Annual Site Survey*—On or about January 15<sup>th</sup> each year, an inspection team made up of the Safety Superintendent, Shipyard Superintendent, and the Shipyard General Manager will do a wall-to-wall walk through inspection of the entire worksite. They will write down any safety hazards they find. The results of this inspection will be used to eliminate or control obvious hazards, target specific work areas for more intensive investigation, assist in revising the checklists used during regular monthly safety inspections and as part of the annual review of the effectiveness of our accident prevention program.

*Periodic Change Survey*—We will assign a supervisor to look at any change we make to identify safety issues. Changes include new equipment, changes to production processes or a change to the building structure.

*Monthly Safety Inspection*—Before the regularly scheduled safety meeting, supervisor will inspect the work areas for hazards using the safety inspection checklist. He will talk to co-workers about their safety concerns. Employees will report any hazards or concerns at the meeting for consideration.

- Clean up spills immediately. Replace all tools and supplies after use. Do not allow scrapes to accumulate where they will become a hazard. Good housekeeping helps prevent injuries

### **Job Related Safety Rules**

We have established safety rules and personal protective equipment (PPE) requirements based upon a hazard assessment for each task listed below.

**Work in or pass through any production area**, for example; the Machine shop or paint shop

#### *Required PPE:*

- Safety glasses. Check prior to use for broken or missing components (such as side shields) and for scratched lenses. Safety glasses must have a "Z87.1" marking on the frame. If they are prescription glasses, the initials of the lens manufacturer must be stamped into the corner of the lens to show that they are safety glass lenses.

#### *Work Rules:*

- Walk within marked aisles.
- Do not distract or talk with employees when they are using a machine.

### **Work with Bench Grinders:**

#### *Required PPE:*

Eye Protection (full faced shield with safety glasses under the shield).

#### *Work Rules:*

- Check that there is a gap between the tool rest and the wheel of no more than 1/8".
- Check that the upper wheel (tongue) guard has a gap of no more than 1/4".
- Check that the wheel edge is not excessively grooved. Dress the wheel if necessary.
- Do not grind on the face of the wheel.

### **Work with Ladders:**

#### *Required PPE:*

- Full body harness when working at greater than 25' and both hands must be used to do the job.